

Scoping Report: *Descriptions of the Subarea Plan Four Land Use Alternatives*

Port Orchard/South Kitsap Integrated Subarea Plan and Environmental Impact Statement

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Introduction

Purpose

This report provides general descriptions of the four urban growth area (UGA) land use alternatives developed for the Port Orchard/South Kitsap Subarea Plan. It is intended to serve as the basis for public/agency comment and environmental analysis.

A separate technical memo (Appendix C) summarizes the elements of the environment to be analyzed in the Environmental Impact Statement (EIS) for this Subarea Plan. The selected elements are based upon public and agency comment received during the EIS scoping period.

Background

The Subarea Plan is a long-range policy document that describes the vision and goals for Port Orchard's UGA located in south Kitsap County. The four major objectives of the Plan are to

- 1) Accommodate an appropriate share of urban growth;
- 2) Preserve open spaces and habitat areas;
- 3) Provide employment opportunities in proximity to new housing, and
- 4) Provide adequate public facilities and services.

To achieve these objectives four alternative urban growth areas and land use scenarios were developed.

An EIS for the Subarea Plan will be integrated with the Subarea Plan document. An EIS is a detailed report that evaluates and describes significant environmental impacts of proposed actions. The integrated EIS Subarea Plan will provide decision makers with information for consideration as they select a preferred alternative that both fulfills the goals of the Subarea Plan and mitigates for environmental impacts.

The four alternatives will be evaluated for their consistency with City, County, and State plans and policies as one of the next steps in this planning process. A technical memo will summarize the results. In addition, each alternative will be analyzed for its impacts upon the selected elements of the environment and documented in the EIS.

Once complete, the Subarea Plan and EIS analyses will be combined into a draft Subarea Plan/EIS. The draft Subarea Plan/EIS will contain several elements presenting the Subarea's goals and policies and proposed strategies for accomplishing them. It will have descriptions of the four alternatives and it will explain how each alternative affects the selected elements of the environment.

Public comments on the draft Subarea Plan/EIS, along with the results of the EIS analysis, will be used to develop a preferred land use alternative for the Subarea Plan. An environmental analysis will be performed on the preferred alternative and

both the plan and EIS will be combined into a final Subarea Plan/EIS document. This document will then go before both the Kitsap County Board of Commissioners and the Port Orchard City Council for final approval and adoption. Following adoption by the City and County and approval by the State, the Subarea Plan will be incorporated into both the Port Orchard and Kitsap County Comprehensive Plans.

Organization

This report is organized into five sections. The first section describes the rationales behind the four alternatives. The second section provides information on the quantity and type of land uses found within the alternatives as well as how much capacity each possesses. The third section provides information on the availability of infrastructure found within each alternative. The fourth section provides information on the critical areas found within each alternative. The fifth section reviews the next steps that will occur as part of the Subarea planning process and highlights opportunities for additional public input and review.

Rationales

Overview

The four major objectives of the Subarea Plan are to:

- 1) Accommodate an appropriate share of urban growth;
- 2) Preserve open spaces and habitat areas;
- 3) Provide employment opportunities in proximity to new housing; and
- 4) Provide adequate public facilities and services.

While all of the alternatives seek to accomplish these four major objectives, each goes about accomplishing them in different ways. This section explains the rationale for each alternative by highlighting specific expansion areas and giving reasons for their inclusion. Maps of the alternative urban growth boundaries and the land uses within can be found in Appendix A.

Alternative 1

Alternative 1 is the 'no action' alternative and as such it does not expand the UGA beyond the boundaries established in the City of Port Orchard 1995 Comprehensive Plan and the Kitsap County 1998 Comprehensive Plan, which was amended October 25, 2004..

Application of reasonable measures to accommodate increased population growth will be analyzed to determine whether sufficient capacity can be generated within the current UGA.

Alternative 2

Alternative 2 was a product of analysis and consensus recommendation from the Port Orchard / South Kitsap Subarea Plan Citizen Advisory Group. This alternative was derived from over thirteen citizen advisory group meetings regarding infrastructure, environmental protection, community character, land use, commercial and economic development, and other topics vital to the community and the Subarea Plan. This alternative expands the UGA as described below.

West of State Highway 16 (SR-16) and North of Old Clifton Road

The areas west of SR-16 and north of Old Clifton Road accommodate additional demand for industrial land. Industrial uses could benefit from access to the highway and proximity to other industrial uses.

Sidney Avenue Corridor

Lands surrounding the Sidney Avenue corridor southwest of SR-16 provide for additional commercial demand. This area is included due to its adjacency to existing commercial zoning and uses along Pottery Avenue within the City of Port Orchard (north of SR-16) and due to the proximity of sewer infrastructure within the Sidney Avenue right-of-way. Other uses, such as the existing junior high and elementary schools, existing medical and other institutional uses, would be compatible with and support commercial uses.

South to SE Spring Creek Road

The area to the south of Port Orchard extending to SE Spring Creek Road provides for additional residential and commercial demand. Lands surrounding the Bethel Road Corridor are near existing commercial zoning and uses within the current UGA.

SE Mile Hill Drive

The area to the east of Port Orchard along SE Mile Hill Drive provides for additional commercial and park demand. SE Mile Hill Drive is a major transportation corridor that links Port Orchard with the Manchester area. This corridor may be attractive to commercial uses. Next to the commercial property at the intersection of SE Mile Hill Drive and SE Long Lake Road is the Howe Farm, an 83-acre pastoral site the County acquired in 1996. The farm is significant to both the agricultural history and the natural systems of the county.

North of Port Orchard and West of Baby Doll Road

The area north of Port Orchard and west of Baby Doll Road provides additional residential acreage. This area extends the UGA approximately 1.5 miles north of SE Mile Hill Road. It is not extended any farther north because the area may contain steep slopes and other critical areas that are less suitable for development.

The area west of the City along SW Berry Lake Road was not recommended by the Citizen Advisory Group to be included in this alternative. Comments expressed by some members of the Citizen Advisory Group and the public, as well as information from a 2000 survey of the community indicated that many local residents did not want to be included in the UGA. An additional reason given for this area remaining outside of the UGA was the number of critical areas which may make it less suitable for development. This area generated significant controversy in the public meetings and ultimately was not recommended to be included in this alternative.

Alternative 3

Alternative 3 was developed with input from the City of Port Orchard in a workshop on July 18, 2005. The alternative includes recommendations from elected officials, planning commission members, staff, and the public. Alternative 3 expands the UGA as described below.

West of SR-16

The area west of Port Orchard along SR-16 and SW Cook Road accommodates additional demand for industrial land, which could benefit from the area's easy highway access and proximity to other industrial uses.

SW Berry Lake Road

The area along and to the north of SW Berry Lake Road accommodates additional demand for residential, commercial and industrial lands. This area is included due to its adjacency to the City of Port Orchard, and its representation as a joint planning area currently designated 'urban reserve' under Kitsap County Comprehensive Plan amendments approved in December 2003. A main sewer line

runs down Old Clifton Road, and the area would provide a link to the existing South Kitsap / ULID #6 Urban Growth Area (McCormick Woods), which is currently receives sewer service by from the City of Port Orchard.

Land surrounding the intersection of SW Berry Lake Road with Pottery and Sidney Avenues has characteristics attractive to commercial uses. Land to the north of Clifton Road provides additional areas for potential industrial expansion.

South to Bielmeier Road

The area to the south of Port Orchard extending to Bielmeier Road provides for additional residential and commercial demand. This area is included due to its designation as 'urban reserve' under Kitsap County zoning. This alternative does not propose to extend the UGA south of Bielmeier Road due to the prohibitive costs of extending sewer infrastructure (Karcher Creek Sewer District) and potential impacts to critical areas.

SE Mile Hill Drive

The area to the east of Port Orchard along SE Mile Hill Drive provides for additional commercial demand. SE Mile Hill Drive is a major transportation corridor that provides a link to the Manchester area, which may make it attractive to commercial uses.

North of Port Orchard and West of Baby Doll Road

The area north of Port Orchard and west of Baby Doll Road provides for additional residential demand. It is not extended any farther north because the area may contain steep slopes and other critical areas that are less suitable for development.

Alternative 4

Alternative 4 was developed in part on the other three alternatives to reflect the objectives and input from previous recommendations of the Citizen Advisory Group, elected officials, planning commissioners, County & City staff, and the public. The consultant team factored in the following concerns common to all of the alternatives:

- Recognizing existing land use patterns and maintain them where appropriate
- Supporting downtown revitalization
- Providing a range of housing types
- Promoting Private Property Rights
- Making use of existing water and sewer infrastructure
- Providing a land use linkage between the City of Port Orchard and the existing South Kitsap / ULID#6 UGA

In addition to the four main objectives of the sub-area plan and the concerns expressed above, the fourth alternative was created using the following assumptions and parameters:

- Support walkable communities
- Encourage mixed use in commercial areas
- Allow for transit and pedestrian oriented urban centers and smaller nodes
- Include parcels with individual land use amendment requests

In addition to designating land uses within an expansion area, this alternative proposes changes to the existing zoning within the current UGA as another means of achieving the objectives of the Subarea Plan. Alternative 4 is described below.

West of SR-16

The area west of Port Orchard along SR-16 and SW Cook Road accommodates additional demand for industrial land, which could benefit from the area's easy highway access and proximity to other industrial uses.

SW Berry Lake Road

The area along and to the north of SW Berry Lake Road accommodates additional demand for residential, commercial and industrial lands. This area is included due to its adjacency to the City of Port Orchard, and it's representation as a joint planning area currently designated 'urban reserve' under Kitsap County Comprehensive Plan amendments approved in December 2003. A main sewer line runs down Old Clifton Road, and the area would provide a link to the existing South Kitsap / ULID #6 Urban Growth Area (McCormick Woods), which currently receives sewer service from the City of Port Orchard.

The land surrounding the intersection of SW Berry Lake Road with Pottery and Sidney Avenues may have characteristics attractive to commercial uses. Land to the north of Clifton Road provides additional areas for potential industrial expansion.

South to Van Skiver Road

The area to the south of Port Orchard extending to Van Skiver Road provides for additional residential and commercial demand. This area is currently designated 'urban reserve' under Kitsap County zoning and the Kitsap County Comprehensive Plan.

East on SE Sedgwick Road

The area along SE Sedgwick Road out to SE Long Lake Road is included in this alternative for two reasons. First, existing land development patterns are consistent with densities that are "urban" in character under the Growth Management Act. The area could accommodate additional residential demand. Second, while much of the area has water service, none of the parcels in the area are connected to sewer lines and many of the septic systems near Long Lake may be in danger of failing. Failing septic systems would lead to health concerns, potential water pollution and possible contamination problems. The inclusion of this area in the proposed UGA may allow these concerns to be addressed more quickly and efficiently in the event of septic system failures. In addition to preventing public health problems, this would help to maintain the enjoyment of Long Lake as a treasured community asset.

SE Mile Hill Drive

The area to the east of Port Orchard along SE Mile Hill Drive provides for additional land for parks and open space through the inclusion of the Howe Farm Park. In

addition, within the existing UGA, changes are proposed to the current zoning along SE Mile Hill Drive. The changes are intended to foster the creation of mixed-use urban centers where existing transit services are provided and existing residential densities may support the commercial uses. In between commercial centers, higher residential densities are proposed to support the commercial uses and to facilitate walkable and pedestrian friendly neighborhoods.

North of Port Orchard and West of Woods Road

The area north of Port Orchard and west of Woods Road provides for additional residential demand. Parcels within the Karcher Creek sewer district service area were included as the most viable area to receive an increase in infrastructure with the minimal amount of topographical constraints requiring pump stations or other costly improvements.

Rationale Summary

Each alternative was based on the same four major objectives and intended to satisfy the requirements of the Washington State Growth Management Act. Variations in the alternatives appear due to different priorities being applied to each objective in different geographical contexts. An example is in the area northeast of the city and west of Baby Doll Road. Here Alternative 3 places a high priority on protecting critical areas, reducing infrastructure costs, and maximizing the usage of any potential expansion by limiting to areas easily serviced and developed. Other areas may be included for their close proximity to the Highway on ramps and existing transportation improvements, existing sewer or other infrastructure.